

**2006**

**Virginia Department of Transportation  
Daily Traffic Volume Estimates  
Including Vehicle Classification Estimates**

where available

**Jurisdiction Report**

**55**

Lunenburg County  
Town of Kenbridge  
Town of Victoria

Prepared By

**Virginia Department of Transportation  
Traffic Engineering Division**

In Cooperation With

**U.S. Department of Transportation  
Federal Highway Administration**

Virginia Department of Transportation  
Traffic Engineering Division  
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled “Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes” includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled “Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99”.

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people of the VDOT Traffic Engineering Division Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

## **Publication Notes**

### **Parallel Roads**

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

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VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT Traffic Engineering Division Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

**Route:** The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

**Length:** Length of the traffic segment in miles.

**AADT:** Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

**QA:** Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

**4Tire:** Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

**Bus:** Percentage of the traffic volume made up of busses.

**2Axle Truck:** Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

**3+Axle Truck:** Percentage of the traffic volume made up of single unit trucks with three or more axles.

**1Trail Truck:** Percentage of the traffic volume made up of units with a single trailer.

**2Trail Truck:** Percentage of the traffic volume made up of units with more than one trailer.

**QC:** Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

**K Factor:** The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

**QK:** Quality of the K Factor estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Design Hour Factor (K Factor) of Similar Neighboring Traffic Link
- O Provided by External Source

**Dir Factor:** The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

**AAWDT:** Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

**QW:** Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

**Year:** Year for which the published values are appropriate. If the Quality of AADT (QA) is “R”, the year is the year that the raw traffic count was collected, and if available,

## Route Shield Legend

### Route Systems

 Interstate Route      Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

 US Route

 Virginia State Route

 Frontage Road (F precedes frontage route number)

 Secondary Route

### Special Routes

 Bus - Business Route

Bypass - Bypass Route

Truck - Truck Route

 ALT - Alternate Route

Wye - Wye Route connector

 P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

 The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation  
Traffic Engineering Division  
2006  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Lunenburg Maintenance Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
40	Lunenburg County	12.70	900	G	87%	1%	3%	2%	7%	0%	C	0.087	F		940	G
40 49	Lunenburg County	0.14	2600	G	94%	0%	1%	1%	3%	0%	F	0.076	F	0.508	2700	G
40 49	Lunenburg County	2.17	3000	G	94%	0%	1%	1%	3%	0%	C	0.092	F	0.525	3100	G
40 49	Town of Victoria (Maint: 55)	1.08	3000	N	94%	0%	1%	1%	3%	0%	N	0.092	N	0.525	3100	N
40	Town of Victoria (Maint: 55)	0.81	5700	G	97%	0%	1%	1%	2%	0%	F	0.088	F	0.551	5900	G
40	Town of Victoria (Maint: 55)	0.02	6300	G	97%	0%	1%	1%	2%	0%	C	0.088	F	0.574	6500	G
40	Lunenburg County	3.74	6300	N	97%	0%	1%	1%	2%	0%	N	0.088	N	0.574	6500	N
40	Town of Kenbridge (Maint: 55)	1.33	6300	N	97%	0%	1%	1%	2%	0%	N	0.088	N	0.574	6500	N
40	Town of Kenbridge (Maint: 55)	0.89	5800	G	97%	0%	1%	1%	2%	0%	F	0.093	F	0.571	6000	G
40	Town of Kenbridge (Maint: 55)	0.66	3700	G	97%	0%	1%	1%	2%	0%	F	0.089	F	0.569	3800	G
40	Lunenburg County	4.00	3700	N	97%	0%	1%	1%	2%	0%	N	0.089	N	0.569	3800	N
49	Lunenburg County	11.28	1100	G	92%	1%	2%	1%	4%	0%	C	0.09	F	0.579	1100	G
49 40	Lunenburg County	0.14	2600	G	94%	0%	1%	1%	3%	0%	F	0.076	F	0.508	2700	G
49 40	Lunenburg County	2.17	3000	G	94%	0%	1%	1%	3%	0%	C	0.092	F	0.525	3100	G
49 40	Town of Victoria (Maint: 55)	1.08	3000	N	94%	0%	1%	1%	3%	0%	N	0.092	N	0.525	3100	N
49	Town of Victoria (Maint: 55)	0.51	3900	G	96%	0%	1%	1%	2%	0%	F	0.079	F	0.518	4000	G
49	Town of Victoria (Maint: 55)	0.65	3100	G	96%	0%	1%	1%	2%	0%	C	0.086	F	0.574	3200	G
49	Lunenburg County	4.88	3100	N	96%	0%	1%	1%	2%	0%	N	0.086	N	0.574	3200	N
	To:															
	To:															

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Lunenburg Maintenance Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axe	3+Axe	1Trail	2Trail						
(137) (138)	Town of Kenbridge (Maint: 55)	1.13	4400	G	91%	1%	1%	2%	6%	0%	F	0.104	F	0.591	4600	G
(137) (138)	Lunenburg County	0.74	4400	N	91%	1%	1%	2%	6%	0%	N	0.104	N	0.591	4600	N
(137) (138)	Lunenburg County	1.93	3300	G	91%	1%	1%	2%	6%	0%	F	0.092	F	0.507	3400	G
(137)	Lunenburg County	4.67	900	G	91%	1%	1%	2%	6%	0%	C	0.1	F	0.516	940	G
(138)	Lunenburg County	9.83	2100	G	91%	1%	1%	2%	5%	0%	C	0.091	F	0.524	2200	G
(138) (137)	Lunenburg County	1.93	3300	G	91%	1%	1%	2%	6%	0%	F	0.092	F	0.507	3400	G
(138) (137)	Lunenburg County	0.74	4400	N	91%	1%	1%	2%	6%	0%	N	0.104	N	0.591	4600	N
(138) (137)	Town of Kenbridge (Maint: 55)	1.13	4400	G	91%	1%	1%	2%	6%	0%	F	0.104	F	0.591	4600	G
							SR 40									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
<b>Lunenburg County</b>																
(F908)	0.11	NA				From:	SR 40				NA			NA		
						To:	Dead End									
(F909)	0.05	NA				From:	SR 40				NA			NA		
						To:	Dead End									
(600)	0.90	230	R			From:	SR 40				NA			NA		04/20/2004
						To:	55-601 SOUTH									
(600)	1.00	80	R			From:	55-601 NORTH				NA			NA		04/20/2004
						To:	1.00 ME 55-601									
(600)	1.30	30	R			From:	55-627				NA			NA		04/20/2004
						To:	SR 137									
(601)	2.00	780	G	95%	0%	1%	1%	3%	0%	C	0.109	F	0.534	800	G	2006
						To:	55-714									
(601)	0.90	740	G	95%	0%	1%	1%	3%	0%	F	0.112	F	0.578	760	G	2006
						To:	55-600 North									
(601)	1.60	630	G	95%	0%	1%	1%	3%	0%	F	0.111	F	0.582	650	G	2006
						To:	SR 40									
(602)	2.10	70	R			From:	55-621				NA			NA		04/22/2004
						To:	55-668									
(602)	1.70	20	R			From:	55-638 SOUTH				NA			NA		04/22/2004
						To:	55-600 North									
(602)	0.20	60	R			From:	55-638 NORTH				NA			NA		04/22/2004
						To:	0.50 MN 55-638									
(602)	0.50	60	R			From:	55-619				NA			NA		04/22/2004
						To:	SR 137									
(602)	1.30	40	R			From:	55-696				NA			NA		04/22/2004
						To:	55-616									
(602)	2.50	110	R			From:	55-616				NA			NA		04/22/2004
						To:	55-608									
(602)	0.30	110	R			From:	SR 137				NA			NA		04/22/2004
						To:	55-608									
(603)	2.00	180	R			From:	55-602; 55-618				NA			NA		04/22/2004
						To:	55-617 WEST									
(603)	2.30	20	R			From:	55-617 EAST				NA			NA		04/20/2004
						To:	SR 137 SOUTH									
(603)	1.80	160	R			From:	SR 137 NORTH				NA			NA		04/20/2004
						To:	55-616 EAST									
(603)	0.90	900	R			From:	55-616 WEST				NA			NA		04/20/2004
						To:	55-711									
(603)	1.50	250	R			From:	55-645				NA			NA		04/20/2004
						To:	SR 137									
(603)	1.20	60	R			From:	55-645				NA			NA		04/20/2004

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
<b>Lunenburg County</b>																
(604)	0.35	250	R								NA		NA		03/19/2001	
(604)	2.15	200	R								NA		NA		03/19/2001	
(604)	2.50	400	R								NA		NA		03/19/2001	
(605)	2.20	30	R								NA		NA		03/19/2001	
(606)	0.50	60	R								NA		NA		05/05/2004	
(607)	1.50	80	R								NA		NA		05/25/2004	
(607)	2.10	220	R								NA		NA		05/25/2004	
(608)	0.35	30	R								NA		NA		05/25/2004	
(608)	0.20	46	R								NA		NA		05/25/2004	
(609)	3.80	140	R								NA		NA		04/30/2001	
(610)	3.70	240	R								NA		NA		05/10/2001	
(611)	3.00	60	R								NA		NA		04/22/2004	
(612)	2.10	80	R								NA		NA		04/22/2004	
(612)	2.90	60	R								NA		NA		04/20/2004	
(613)	2.90	110	R								NA		NA		04/18/2001	
(613)	2.90	150	G	95%	1%	0%	0%	4%	0%	F	0.116	F	0.588	150	G	2006
(613)	1.90	140	G	95%	1%	0%	0%	4%	0%	C	0.089	F	0.563	150	G	2006
(614)	2.90	30	R								NA		NA		04/20/2004	
(615)	3.60	120	R								NA		NA		03/19/2001	
(616)	2.40	220	G	97%	0%	1%	1%	1%	0%	C	0.089	F	0.55	220	G	2006
(616)	1.50	210	G	97%	0%	1%	1%	1%	0%	F	0.121	F	0.569	220	G	2006

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
<b>Lunenburg County</b>																
(617)	2.50	340	R								NA		NA		03/19/2001	
(617)	1.84	190	R								NA		NA		03/19/2001	
(618)	0.90	160	R								NA		NA		03/19/2001	
(619)	1.80	70	R								NA		NA		04/22/2004	
(619)	1.10	45	R								NA		NA		04/22/2004	
(619)	0.90	30	R								NA		NA		04/22/2004	
(619)	0.70	70	R								NA		NA		04/22/2004	
(620)	2.20	50	R								NA		NA		04/22/2004	
(620)	0.30	60	R								NA		NA		04/22/2004	
(621)	0.50	70	R								NA		NA		04/22/2004	
(621)	0.10	70	R								NA		NA		04/22/2004	
(621)	0.50	20	R								NA		NA		04/22/2004	
(622)	4.35	47	R								NA		NA		05/17/2004	
(622)	0.60	130	R								NA		NA		05/17/2004	
(622)	3.19	190	R								NA		NA		05/17/2004	
(622)	0.40	300	R								NA		NA		05/17/2004	
(622)	2.80	400	G	97%	0%	0%	1%	2%	0%	C	0.112	F	0.638	410	G	2006
(622)	2.60	520	G	97%	0%	0%	1%	2%	0%	F	0.121	F	0.826	540	G	2006
(622)	3.57	330	G	97%	0%	0%	1%	2%	0%	F	0.093	F	0.71	340	G	2006
(623)	4.41	230	R								NA		NA		03/12/2001	
(624)	0.40	60	R								NA		NA		05/04/2004	
(625)	4.70	160	R								NA		NA		04/24/2001	

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						2Axle	3+Axle	1Trail	2Trail							
<b>Lunenburg County</b>																
(626)	3.10	140	R											NA	03/15/2001	
(626)	3.72	300	G	98%	0%	1%	0%	1%	0%	C	0.091	F	0.536	320	G	2006
(626)	1.20	120	G	98%	0%	1%	0%	1%	0%	F	0.114	F	0.563	130	G	2006
(626)	5.40	250	R											NA	04/24/2001	
(626)	1.84	150	R											NA	04/24/2001	
(627)	1.90	60	R											NA	04/20/2004	
(627)	0.90	60	R											NA	04/20/2004	
(627)	0.77	220	R											NA	04/20/2004	
(628) County Line Rd	1.60	200	R											NA	03/15/2001	
(628)	0.50	210	R											NA	03/15/2001	
(628)	2.21	230	R											NA	03/15/2001	
(629)	2.80	150	R											NA	04/09/2001	
(630)	0.95	370	R											NA	03/12/2001	
(630)	2.18	90	G	97%	0%	1%	1%	1%	0%	F	0.142	F	0.769	90	G	2006
(630)	2.52	250	G	97%	0%	1%	1%	1%	0%	C	0.114	F	0.69	260	G	2006
(631)	1.10	40	R											NA	05/17/2004	
(631)	1.60	40	R											NA	05/17/2004	
(631)	0.10	40	R											NA	05/17/2004	
(631)	2.00	60	R											NA	05/17/2004	
(631)	2.50	90	R											NA	05/17/2004	
(631)	0.20	120	R											NA	05/17/2004	
(632)	1.50	180	R											NA	03/12/2001	

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
<b>Lunenburg County</b>																
(632)	1.60	350	R			From: 55-631; 55-717				NA			NA		03/12/2001	
						To: 55-630; 55-760										
(633)	1.46	40	R			From: Mecklenburg County Line				NA			NA		05/20/2004	
						To: 1.46 MN of CL										
(633)	0.84	90	R			From: SR 49				NA			NA		05/20/2004	
						To: Mecklenburg County Line										
(634)	2.66	140	R			From: 55-622				NA			NA		05/17/2004	
						To: Mecklenburg County Line										
(635)	1.08	340	R			From: 55-641				NA			NA		04/18/2001	
						To: 55-641										
(635)	2.39	350	R			From: 55-640				NA			NA		04/18/2001	
						To: 55-639										
(635)	0.41	470	G	94%	1%	1%	3%	0%	0%	F	0.107	F	0.522	490	G	2006
						To: 55-640										
(635)	4.44	460	G	94%	1%	1%	3%	0%	0%	F	0.12	F	0.528	480	G	2006
						To: 55-655										
(635)	2.00	350	F	93%	0%	2%	2%	3%	0%	C	0.097	F	0.514	350	F	2006
						To: 55-643										
(635)	3.28	830	G	94%	1%	1%	3%	0%	0%	C	0.098	F	0.646	860	G	2006
						To: SR 40										
(636)	0.93	260	R			From: Mecklenburg County Line				NA			NA		05/03/2001	
						To: 55-640										
(636)	2.10	150	R			From: 55-640				NA			NA		05/03/2001	
						To: 55-637										
(637)	1.79	430	R			From: Mecklenburg County Line				NA			NA		05/03/2001	
						To: 55-718										
(637)	2.47	340	R			From: 55-718				NA			NA		05/03/2001	
						To: 55-636										
(637)	2.29	380	G	97%	0%	1%	1%	1%	0%	F	0.096	F	0.581	390	G	2006
						To: 55-613										
(637)	3.13	490	G	97%	0%	1%	1%	1%	0%	F	0.108	F	0.696	500	G	2006
						To: 55-647										
(637)	2.15	550	G	97%	0%	1%	1%	1%	0%	F	0.104	F	0.591	570	G	2006
						To: 55-655										
(637)	1.41	1200	G	97%	0%	1%	1%	1%	0%	F	0.097	F	0.646	1300	G	2006
						To: 55-1129										
(637)	0.01	1600	G	97%	0%	1%	1%	1%	0%	C	0.094	F	0.619	1700	G	2006
						To: SCL Kenbridge										
<b>Town of Kenbridge</b>																
(637)	0.57	1600	N	97%	0%	1%	1%	1%	0%	N	0.094	N	0.619	1700	N	2006
						To: SR 40										
<b>Lunenburg County</b>																
(638)	1.80	130	R			From: SR 138				NA			NA		04/22/2004	
						To: 55-696										
(638)	0.10	70	R			From: 55-696				NA			NA		04/22/2004	
						To: 0.10 ME 55-696										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
<b>Lunenburg County</b>																
(638)	0.50	60	R			From:	0.10 ME 55-696							NA	04/22/2004	
						To:	55-602 SOUTH									
(638)	1.00	30	R			From:	55-602 NORTH							NA	04/22/2004	
						To:	55-620									
(639)	1.20	80	R			From:	55-635							NA	04/20/2004	
						To:	1.20 ME 55-635; GT									
(639)	0.50	30	R			From:	Dead End; Gap Terminus							NA	04/20/2004	
						To:	55-637									
(640)	3.10	270	R			From:	55-636							NA	04/18/2001	
						To:	55-635									
(641)	2.50	100	R			From:	55-635							NA	04/19/2001	
						To:	55-640									
(642)	1.90	60	R			From:	Dead End							NA	05/25/2004	
						To:	55-655									
(643)	2.70	48	R			From:	55-640							NA	05/25/2004	
						To:	55-635 NORTH									
(643)	2.70	40	R			From:	55-635 SOUTH							NA	05/25/2004	
						To:	55-644									
(643)	1.28	50	R			From:	55-644							NA	05/25/2004	
						To:	1.28 M FRM 55-644									
(643)	2.22	70	R			From:	55-644							NA	05/25/2004	
						To:	55-655									
(643)	2.20	210	R			From:	55-635							NA	05/03/2001	
						To:	55-635									
(644)	1.90	30	R			From:	55-643							NA	05/25/2004	
						To:	55-635									
(645)	3.40	130	G	98%	1%	1%	0%	0%	0%	C	0.126	F	0.722	130	G	2006
							SR 137									
(645)	1.60	180	R			From:	55-627							NA	03/19/2001	
						To:	Brunswick County Line									
(646)	0.70	120	R			From:	55-655							NA	05/03/2001	
						To:	55-647									
(646)	2.60	80	R			From:	55-647							NA	04/20/2004	
						To:	55-637									
(646)	0.35	90	R			From:	55-637							NA	04/20/2004	
						To:	55-756									
(646)	0.75	60	R			From:	55-756							NA	04/20/2004	
						To:	Dead End									
(647)	0.90	10	R			From:	55-635							NA	04/20/2004	
						To:	55-646									
(647)	1.80	90	R			From:	55-646							NA	04/20/2004	
						To:	55-637									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
<b>Lunenburg County</b>																
(647)	1.00	20	R			From: 55-637					NA		NA		04/20/2004	
(647)	1.50	49	R			From: 55-648					NA		NA		04/20/2004	
			To: 55-609													
(648)	1.75	80	R			From: 55-647					NA		NA		04/20/2004	
			To: 1.75 MN 55-647													
(648)	0.06	180	R			From: 1.76 MN 55-647					NA		NA		04/20/2004	
			To: 55-637													
(649)	2.00	120	R			From: SR 40					NA		NA		05/25/2004	
			To: Dead End													
(650)	1.05	50	R			From: 55-651					NA		NA		05/25/2004	
			To: Dead End													
(651)	3.20	160	R			From: 55-653					NA		NA		05/10/2001	
			To: 55-652													
(652)	2.30	340	G	99%	0%	0%	0%	1%	0%	F	0.087	F	0.556	350	G	2006
			To: SR 40 EAST													
(652)	1.33	220	G	99%	0%	0%	0%	1%	0%	C	0.139	F	0.516	220	G	2006
			To: SR 40 WEST													
(652)	1.40	190	R			From: 55-663					NA		NA		04/30/2001	
			To: 55-653 WEST													
(652)	1.40	200	R			From: 55-653 EAST					NA		NA		04/30/2001	
			To: 55-651													
(652)	1.90	290	G	99%	0%	0%	0%	1%	0%	F	0.12	F	0.667	300	G	2006
			To: SR 49													
<b>Town of Victoria</b>																
(653)	1.02	420	G	98%	0%	0%	1%	0%	0%	F	0.108	F	0.521	440	G	2006
			To: ECL Victoria													
<b>Lunenburg County</b>																
(653)	2.37	420	N	98%	0%	0%	1%	0%	0%	N	0.108	N	0.521	440	N	2006
			To: ECL Victoria													
(653)	4.23	760	G	98%	0%	0%	1%	0%	0%	F	0.094	F	0.931	790	G	2006
			To: 55-652 WEST													
			To: NCL Kenbridge													
<b>Town of Kenbridge</b>																
(653)	0.28	910	G	98%	0%	0%	1%	0%	0%	F	0.099	F	0.581	940	G	2006
			To: NCL Kenbridge													
(653)	0.22	820	G	98%	0%	0%	1%	0%	0%	C	0.096	F	0.803	850	G	2006
			To: 55-1136													
(653)	0.12	1100	G	98%	0%	0%	1%	0%	0%	F	0.101	F	0.553	1100	G	2006
			To: 55-1135													
			To: SR 40													
<b>Lunenburg County</b>																
(654)	2.90	130	R			From: 55-635					NA		NA		05/03/2001	
			To: 55-655													
(655)	1.59	160	R			From: 55-635					NA		NA		04/18/2001	
			To: 55-642													

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**2000**  
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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
<b>Lunenburg County</b>																
(662)	0.42	1300	N	97%	1%	1%	1%	0%	0%	N	0.104	N	0.629	1400	N	2006
(662)	2.75	1100	R										NA		NA	05/10/2001
(662)	1.15	450	R										NA		NA	04/09/2001
(662)	4.29	310	R										NA		NA	04/09/2001
(662)	1.20	370	R										NA		NA	04/09/2001
(663)	2.12	440	R										NA		NA	05/10/2001
(663)	1.25	120	R										NA		NA	05/10/2001
(664)	3.50	40	R										NA		NA	05/04/2004
(665)	2.60	120	R										NA		NA	05/04/2004
(666)	1.50	300	G	99%	0%	1%	0%	0%	0%	C	0.096	F	0.586	310	G	2006
(667)	1.39	40	R										NA		NA	05/12/2004
(667)	0.91	140	R										NA		NA	05/12/2004
(667)	0.54	200	R										NA		NA	05/12/2004
<b>Town of Victoria</b>																
(667)	0.26	250	R										NA		NA	05/12/2004
<b>Lunenburg County</b>																
(668)	1.70	220	R										NA		NA	05/03/2001
(669)	0.20	47	R										NA		NA	05/12/2004
(669)	2.10	60	R										NA		NA	05/12/2004
(670)	0.70	49	R										NA		NA	05/05/2004
(670)	2.80	270	R										NA		NA	05/05/2004
(671)	3.00	80	R										NA		NA	04/18/2001
(671)	1.90	160	R										NA		NA	04/18/2001

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
<b>Lunenburg County</b>																
(672)	1.60	47	R			From: Dead End					NA		NA		05/05/2004	
						To: 55-671										
(673)	1.30	30	R			From: Dead End					NA		NA		05/05/2004	
						To: 55-671										
(674)	0.85	48	R			From: SR 49					NA		NA		05/05/2004	
						To: 0.85 ME SR 49										
(674)	0.05	50	R			From: 55-675					NA		NA		05/05/2004	
						To: 55-675										
(675)	1.60	70	R			From: Dead End					NA		NA		05/05/2004	
						To: 1.60 MN Dead End										
(675)	0.10	80	R			From: 55-674					NA		NA		05/05/2004	
						To: 55-674										
(675)	0.90	160	R			From: 55-671					NA		NA		05/05/2004	
						To: 55-671										
(675)	1.40	290	G	93%	1%	1%	3%	2%	0%	F	0.1	F	0.717	300	G	2006
						From: 55-659										
(675)	0.50	690	G	93%	1%	1%	3%	2%	0%	C	0.096	F	0.706	720	G	2006
						To: SR 49										
(676)	0.90	30	R			From: 55-622					NA		NA		05/17/2004	
						To: Dead End										
(677)	0.77	60	R			From: Dead End					NA		NA		05/17/2004	
						To: 0.77 MN Dead End										
(677)	0.03	49	R			From: 55-622					NA		NA		05/17/2004	
						To: 55-680										
(678)	2.50	30	R			From: 55-626 WEST					NA		NA		05/12/2004	
						To: 55-626 EAST										
(678)	0.60	180	R			From: 55-679					NA		NA		05/12/2004	
						To: R										
(678)	0.40	140	R			From: 55-704					NA		NA		05/12/2004	
						To: 0.15 MN 55-704										
(678)	0.15	60	R			From: 0.15 MN 55-704					NA		NA		05/12/2004	
						To: Prince Edward County Line										
(679)	0.85	70	R			From: 55-678					NA		NA		05/12/2004	
						To: 0.85 MN 55-678										
(679)	0.07	50	R			From: 55-662					NA		NA		05/12/2004	
						To: 55-690										
(680)	0.90	20	R			From: 55-689					NA		NA		05/12/2004	
						To: 55-689										
(680)	2.10	20	R			From: 55-681					NA		NA		05/12/2004	
						To: 0.50 MN 55-681										
(680)	0.50	90	R			From: 0.50 MN 55-681					NA		NA		05/12/2004	
						To: 0.50 MN 55-681										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
<b>Lunenburg County</b>																
(680)	0.40	90	R			From:	0.50 MN 55-681					NA		NA	05/12/2004	
(680)	0.10	100	R			From:	SR 40					NA		NA	05/12/2004	
(680)	0.20	100	R			To:	0.10 MN SR 40					NA		NA	05/12/2004	
(680)	1.50	110	R			From:	0.10 N SR 40					NA		NA	05/12/2004	
(680)	0.20	90	R			To:	55-678					NA		NA	05/12/2004	
(680)	0.90	90	R			From:	1.50 MN 55-678					NA		NA	05/12/2004	
(680)	0.05	30	R			To:	55-670					NA		NA	05/12/2004	
(680)	0.10	150	R			From:	55-666					NA		NA	05/12/2004	
(680)	1.50	40	R			To:	55-662					NA		NA	05/12/2004	
(681)	3.47	140	G	95%	0%	3%	0%	2%	0%	C	0.152	F	0.579	140	G	2006
(683)	2.23	310	G	95%	0%	3%	0%	2%	0%	F	0.101	F	0.631	320	G	2006
(684)	1.90	70	R			From:	55-685					NA		NA	05/20/2004	
(685)	4.20	80	R			To:	55-701					NA		NA	03/15/2001	
(685)	1.44	500	R			From:	55-683					NA		NA	03/15/2001	
(686)	1.40	50	R			To:	55-684					NA		NA	04/20/2004	
(687)	1.60	340	R			From:	US 360					NA		NA	05/20/2004	
(687)	2.60	40	R			To:	Dead End					NA		NA	05/20/2004	
(688)	1.30	100	R			From:	55-637					NA		NA	05/20/2004	
(688)	3.80	140	R			To:	SR 40					NA		NA	05/20/2004	
(688)	2.42	420	R			From:	55-628 W; 55-688					NA		NA	05/20/2004	
(688)	2.50	80	R			To:	55-628 EAST					NA		NA	05/20/2004	
(688)	1.30	100	R			From:	55-685					NA		NA	05/20/2004	
(688)	3.80	140	R			To:	55-630					NA		NA	05/20/2004	
(688)	2.42	420	R			From:	55-623 WEST					NA		NA	05/20/2004	
(688)	2.50	80	R			To:	55-623 EAST					NA		NA	05/20/2004	
(688)	1.30	100	R			From:	55-622 WEST					NA		NA	05/20/2004	
(688)	3.80	140	R			To:	55-622 EAST					NA		NA	05/20/2004	
(688)	2.42	420	R			From:	SR 40 EAST					NA		NA	05/20/2004	
(688)	2.50	80	R			To:	SR 40 WEST					NA		NA	05/20/2004	
(688)	1.30	100	R			From:	55-687					NA		NA	05/20/2004	

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Lunenburg County</b>															
(689)	2.29	90	R			From:	55-680						NA	NA	05/20/2004
(689)	1.01	150	R			From:	2.30 MN 55-680						NA	NA	05/20/2004
(689)	1.00	70	R			To:	SR 40 WEST						NA	NA	05/20/2004
(689)						From:	SR 40 EAST						NA	NA	05/20/2004
(690)	1.60	30	R			To:	55-626						NA	NA	05/12/2004
(690)	1.70	30	R			From:	SR 49						NA	NA	05/12/2004
(690)	2.50	40	R			To:	55-692						NA	NA	05/12/2004
(690)	1.30	210	R			From:	55-680						NA	NA	04/09/2001
(690)						To:	55-691						NA	NA	04/09/2001
(690)						From:	SR 40						NA	NA	04/09/2001
(691)	2.70	150	R			To:	55-622						NA	NA	04/09/2001
(691)						From:	55-690						NA	NA	04/09/2001
(692)	1.50	40	R			To:	55-622						NA	NA	05/17/2004
(692)	1.70	10	R			From:	1.50 ME 55-622						NA	NA	05/17/2004
(692)						To:	55-690						NA	NA	05/17/2004
(693)	0.35	49	R			From:	SR 49						NA	NA	04/24/2001
(693)						To:	55-652						NA	NA	04/24/2001
(694)	2.40	30	R			From:	55-623						NA	NA	05/17/2004
(694)	2.10	30	R			To:	55-631						NA	NA	05/17/2004
(694)	1.35	100	R			From:	SR 49						NA	NA	05/17/2004
(694)						To:	Dead End						NA	NA	05/17/2004
(695)	2.60	120	R			From:	55-623						NA	NA	04/09/2001
(695)						To:	55-622						NA	NA	04/09/2001
(696)	1.20	60	R			From:	55-638						NA	NA	05/25/2004
(696)	1.40	40	R			To:	55-619						NA	NA	05/25/2004
(696)						From:	55-602						NA	NA	05/25/2004
<b>Town of Kenbridge</b>															
(697)	0.13	430	R			From:	SR 40						NA	NA	05/25/2004
(697)						To:	NCL Kenbridge						NA	NA	05/25/2004
<b>Lunenburg County</b>															
(697)	0.87	40	R			From:	NCL Kenbridge						NA	NA	05/25/2004
(697)	0.60	20	R			To:	1.00 MN SR 40						NA	NA	05/25/2004
(697)						To:	Dead End						NA	NA	05/25/2004
(698)	0.50	110	R			From:	Dead End						NA	NA	05/20/2004
(698)						To:	55-628						NA	NA	05/20/2004

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
<b>Lunenburg County</b>																
(700)	1.60	80	R			From: 55-685					NA		NA		05/12/2004	
						To: 55-683										
(701)	0.70	90	G	90%	1%	0%	2%	8%	0%	C	0.12	F	0.583	100	G	2006
						From: 55-684										
(701)	2.00	300	G	90%	1%	0%	2%	8%	0%	F	0.096	F	0.514	310	G	2006
						To: Prince Edward County Line										
(702)	0.90	80	R			From: 55-622					NA		NA		05/17/2004	
						To: 55-742										
(702)	0.30	30	R			From: NA					NA		NA		05/17/2004	
						To: Dead End										
(703)	0.20	90	R			From: NA					NA		NA		03/15/2001	
						To: Prince Edward County Line; 73-728 Moores Ordinary										
(704)	1.20	60	R			From: NA					NA		NA		05/12/2004	
						To: 55-678										
(705)	2.10	60	R			From: NA					NA		NA		04/22/2004	
						To: 55-613										
(706)	0.70	40	R			From: SR 40					NA		NA		05/05/2004	
						To: Dead End										
(707)	0.05	110	R			From: 55-9924					NA		NA		05/14/2001	
						To: SR 40										
(708)	0.80	70	R			From: 55-610					NA		NA		05/05/2004	
						To: Dead End										
(709)	0.89	200	R			From: SR 49					NA		NA		05/04/2004	
						To: 0.89 ME SR 49										
(709)	2.26	110	R			From: NA					NA		NA		05/04/2004	
						To: 55-651; 55-652										
(710)	0.01	130	R			From: SR 40					NA		NA		05/25/2004	
						To: WCL Kenbridge										
<b>Town of Kenbridge</b>																
(710)	0.04	70	R			From: WCL Kenbridge					NA		NA		05/25/2004	
						To: NCL Kenbridge										
<b>Lunenburg County</b>																
(710)	0.04	80	R			From: NCL Kenbridge					NA		NA		05/25/2004	
						To: 55-772										
(710)	0.74	60	R			From: NA					NA		NA		05/25/2004	
						To: Dead End										
(711)	0.80	30	R			From: 55-603					NA		NA		04/20/2004	
						To: Brunswick County Line										
(712)	0.60	100	R			From: 55-622					NA		NA		05/17/2004	
						To: 0.60 ME 55-622										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
<b>Lunenburg County</b>																
(712)	1.90	90	R			From:	0.60 ME 55-622					NA		NA	05/17/2004	
(712)	0.30	80	R			From:	2.50 ME 55-622					NA		NA	05/17/2004	
(712)	1.09	100	R			From:	55-658					NA		NA	05/17/2004	
(712)						To:	55-655									
(713)	0.60	40	R			From:	Dead End					NA		NA	05/05/2004	
(713)						To:	55-637									
(714)	1.30	30	R			From:	55-601					NA		NA	04/20/2004	
(714)	0.80	40	R			From:	Dead End					NA		NA	04/20/2004	
(714)						To:	55-645									
(715)	0.70	60	R			From:	55-626					NA		NA	05/04/2004	
(715)						To:	Dead End									
(716)	0.69	310	R			From:	55-662; 55-737					NA		NA	05/04/2004	
(716)	0.41	220	R			From:	0.69 MN 55-662					NA		NA	05/04/2004	
(716)						To:	Dead End									
(717)	1.00	49	R			From:	Dead End					NA		NA	05/17/2004	
(717)						To:	55-631; 55-632									
(718)	2.10	50	R			From:	55-637					NA		NA	04/22/2004	
(718)						To:	55-612									
(719)	1.50	40	R			From:	55-630					NA		NA	05/20/2004	
(719)	0.20	40	R			From:	1.50 MN 55-630					NA		NA	05/20/2004	
(719)						To:	1.70 MN 55-630									
(719)	0.30	30	R			From:	55-623					NA		NA	05/20/2004	
(720)	0.80	90	R			From:	Dead End					NA		NA	05/12/2004	
(720)						To:	55-701									
(721)	2.80	130	R			From:	55-662					NA		NA	05/04/2004	
(721)						To:	55-626									
(722)	0.90	70	R			From:	SR 40					NA		NA	04/09/2001	
(722)						To:	55-669									
(723)	1.55	1300	G	94%	0%	1%	2%	2%	0%	C	0.084	F	0.620	1300	G	2006
(723)	3.00	1300	G	94%	0%	1%	2%	2%	0%	F	0.084	F	0.589	1300	G	2006
(724)	1.00	100	R			From:	Dead End					NA		NA	05/25/2004	
(724)						To:	55-635									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
<b>Lunenburg County</b>																
(725)	0.40	70	R			From: Dead End					NA		NA		05/04/2004	
						To: 55-652										
<b>Town of Victoria</b>																
(726)	0.25	140	R			From: SR 49					NA		NA		05/04/2004	
						To: NCL Victoria										
<b>Lunenburg County</b>																
(726)	0.29	100	R			From: NCL Victoria					NA		NA		05/04/2004	
						To: Dead End										
(727)	0.50	8	R			From: SR 49					NA		NA		05/17/2004	
						To: Dead End										
(728)	0.50	50	R			From: 55-604					NA		NA		04/20/2004	
						To: Dead End										
(729)	0.60	50	R			From: Dead End					NA		NA		05/25/2004	
						To: SCL Kenbridge										
<b>Town of Kenbridge</b>																
(729)	0.20	70	R			From: SCL Kenbridge					NA		NA		05/25/2004	
						To: SR 40										
<b>Lunenburg County</b>																
(730)	0.31	40	R			From: Dead End					NA		NA		05/04/2004	
						To: 55-652										
(731)	0.30	70	R			From: Dead End					NA		NA		05/17/2004	
						To: SR 49										
(732)	0.60	30	R			From: Dead End					NA		NA		05/20/2004	
						To: 0.60 MN Dead End										
(732)	1.00	90	R			From: 0.60 MN Dead End					NA		NA		05/20/2004	
						To: 55-622										
(733)	0.50	30	R			From: Dead End					NA		NA		05/25/2004	
						To: 55-641										
(734)	1.25	700	G	93%	0%	1%	5%	0%	0%	C	0.091	F	0.508	720	G	2006
						To: ECL Victoria										
<b>Town of Victoria</b>																
(734)	0.95	790	G	93%	0%	1%	5%	0%	0%	F	0.099	F	0.547	820	G	2006
						To: 55-1008										
<b>Lunenburg County</b>																
(735)	0.60	30	R			From: 55-622					NA		NA		05/20/2004	
						To: Dead End										
(736)	0.52	100	R			From: Dead End					NA		NA		05/04/2004	
						To: SR 40										
(737)	0.65	130	R			From: 55-662 WEST					NA		NA		05/10/2001	
						To: 55-662 EAST										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Lunenburg County</b>															
(738)	0.11	46	R			From: Dead End					NA		NA		05/25/2004
<b>Town of Victoria</b>															
(738)	0.20	90	R			From: WCL Victoria					NA		NA		04/02/2001
			To: SR 40												
<b>Lunenburg County</b>															
(739)	0.35	50	R			From: 0.35 MW 55-723					NA		NA		05/04/2004
			To: 55-723												
(739)	0.50	60	R			From: Dead End					NA		NA		05/04/2004
			To: Dead End												
(740)	0.50	40	R			From: Dead End					NA		NA		05/20/2004
			To: 55-622												
(741)	0.35	40	R			From: Dead End					NA		NA		05/04/2004
			To: 55-662												
(742)	0.90	20	R			From: Dead End					NA		NA		05/12/2004
			To: 55-702												
(743)	0.40	10	R			From: Dead End					NA		NA		05/04/2004
			To: SR 40												
(744)	0.60	40	R			From: Dead End					NA		NA		05/17/2004
			To: 55-631												
(745)	0.25	20	R			From: 55-622					NA		NA		05/20/2004
			To: Dead End												
(746)	0.10	170	R			From: SR 40					NA		NA		05/04/2004
			To: 0.10 MN SR 40												
(746)	0.10	20	R			From: Dead End					NA		NA		05/04/2004
			To: Dead End												
(747)	0.25	30	R			From: Dead End					NA		NA		04/20/2004
			To: SR 137												
<b>Town of Kenbridge</b>															
(748)	0.15	90	R			From: Dead End					NA		NA		05/24/2004
			To: SR 40												
<b>Lunenburg County</b>															
(749)	0.15	20	R			From: 55-622					NA		NA		05/17/2004
			To: Dead End												
(750)	0.80	50	R			From: Dead End					NA		NA		05/20/2004
			To: US 360												
(751)	0.25	40	R			From: Dead End					NA		NA		05/20/2004
			To: 55-685												
(752)	0.30	30	R			From: 55-622					NA		NA		05/20/2004
			To: Dead End												

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Lunenburg County</b>															
(753)	0.40	20	R			From: Dead End					NA		NA		05/05/2004
						To: SR 138									
(754)	0.35	30	R			From: SR 40					NA		NA		05/05/2004
						To: Dead End									
(755)	0.80	340	R			From: SR 40 SOUTH					NA		NA		05/05/2004
						To: SR 40 NORTH									
(756)	0.25	30	R			From: Dead End					NA		NA		04/20/2004
						To: 55-646									
<b>Town of Kenbridge</b>															
(757)	0.11	60	R			From: Dead End					NA		NA		05/25/2004
						To: SR 40									
<b>Lunenburg County</b>															
(758)	1.50	60	R			From: 55-683					NA		NA		05/12/2004
						To: Dead End									
(759)	0.80	70	R			From: Dead End					NA		NA		05/20/2004
						To: SR 40									
(760)	0.50	60	R			From: Dead End					NA		NA		05/20/2004
						To: 55-630; 55-632									
<b>Town of Kenbridge</b>															
(761)	0.25	40	R			From: SR 40					NA		NA		05/04/2004
						To: NCL Kenbridge									
<b>Lunenburg County</b>															
(761)	0.45	40	R			From: NCL Kenbridge					NA		NA		03/27/2001
						To: Dead End									
(762)	0.15	40	R			From: SR 40					NA		NA		04/20/2004
						To: Dead End									
(763)	0.10	40	R			From: SR 40					NA		NA		04/20/2004
						To: Dead End									
(764)	1.65	90	R			From: Dead End					NA		NA		05/12/2004
						To: 55-683									
(765)	0.20	30	R			From: Dead End					NA		NA		05/12/2004
						To: 55-602									
(766)	0.60	60	R			From: Dead End					NA		NA		05/04/2004
						To: 55-626									
(767)	0.80	46	R			From: Dead End					NA		NA		05/20/2004
						To: 55-622									
(768)	0.50	80	R			From: Dead End					NA		NA		05/12/2004
						To: 55-683									
(769)	0.35	50	R			From: 55-629					NA		NA		05/20/2004
						To: Dead End									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
<b>Lunenburg County</b>																
(770)	0.19	180	R			From:	Dead End							NA	05/05/2004	
						To:	55-659									
(771)	0.81	40	R			From:	Dead End							NA	05/17/2004	
						To:	SR 49									
(772)	0.30	49	R			From:	Dead End							NA	05/25/2004	
						To:	55-710									
(775)	0.31	40	R			From:	55-622							NA	05/25/2004	
						To:	Dead End									
<b>Town of Victoria</b>																
(1001)	0.05	650	R			From:	55-1055							NA	05/07/2001	
						To:	SR 40									
(1001)	0.08	800	G	98%	0%	1%	0%	0%	0%	F	0.091	F	0.576	830	G	2006
						From:	55-662									
(1001)	0.27	440	G	98%	0%	1%	0%	0%	0%	C	0.097	F	0.565	450	G	2006
						To:	55-1010									
(1001)	0.79	270	G	98%	0%	1%	0%	0%	0%	F	0.108	F	0.563	270	G	2006
						To:	55-653									
(1002)	0.07	990	G	97%	1%	2%	0%	0%	0%	C	0.104	F	0.51	1000	G	2006
						To:	55-662									
(1002)	0.07	590	G	97%	1%	2%	0%	0%	0%	F	0.098	F	0.595	610	G	2006
						To:	55-1020									
(1002)	0.08	500	G	97%	1%	2%	0%	0%	0%	F	0.095	F	0.553	520	G	2006
						To:	55-1019									
(1002)	0.61	210	G	97%	1%	2%	0%	0%	0%	F	0.102	F	0.609	220	G	2006
						To:	55-653									
(1003)	0.21	160	R			From:	55-1021							NA	05/07/2001	
						To:	55-1019									
(1003)	0.17	390	R			From:	55-653							NA	05/07/2001	
						To:	55-1021									
(1004)	0.07	60	R			From:	55-662							NA	05/07/2001	
						To:	55-1021									
(1004)	0.15	270	R			From:	55-662							NA	05/07/2001	
						To:	55-1019									
(1004)	0.22	160	R			From:	55-1019							NA	03/24/2001	
						To:	Dead End									
(1005)	0.12	20	R			From:	55-1035							NA	04/02/2001	
						To:	55-1041 Gap Terminus									
(1005)	0.20	440	R			From:	SR 49 Gap Terminus							NA	05/07/2001	
						To:	55-1019									
(1005)	0.18	140	R			From:	55-1019							NA	03/24/2001	
						To:	55-1006									
(1005)	0.06	47	R			From:	55-1006							NA	03/24/2001	
						To:	Dead End									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Town of Victoria</b>															
(1006)	0.20	140	R			From:	55-1001				NA		NA		03/24/2001
(1006)	0.15	100	R			From:	55-1005				NA		NA		03/24/2001
						To:	55-1003								
(1007)	0.30	100	R			From:	55-1001				NA		NA		03/24/2001
						To:	55-653								
(1008)	0.03	390	R			From:	SR 40 WEST				NA		NA		05/14/2001
(1008)	0.40	110	R			From:	55-667				NA		NA		05/14/2001
						To:	55-1023								
(1008)	0.03	290	R			From:	55-1022				NA		NA		05/14/2001
(1008)	0.07	320	R			From:	55-1022				NA		NA		05/14/2001
						To:	SR 40 EAST								
<b>Lunenburg County</b>															
(1009)	0.61	70	R			From:	55-734				NA		NA		05/25/2004
						To:	Dead End; Gap Terminus								
<b>Town of Victoria</b>															
(1009)	0.16	290	R			From:	Dead End; Gap Terminus				NA		NA		05/25/2004
						To:	SR 40								
(1010)	0.06	60	R			From:	55-1011				NA		NA		04/17/2001
						To:	55-1012; Gap Terminus								
(1010)	0.07	50	R			From:	55-1014; Gap Terminus				NA		NA		04/17/2001
						To:	55-1001								
(1010)	0.20	90	R			From:	55-1005				NA		NA		03/24/2001
						To:	SR 40								
(1010)	0.07	80	R			From:	55-1005				NA		NA		03/24/2001
						To:	55-1004								
(1010)	0.08	80	R			From:	55-1004				NA		NA		03/24/2001
						To:	55-1003								
(1010)	0.10	40	R			From:	55-1003				NA		NA		03/24/2001
						To:	Dead End								
(1011)	0.08	450	R			From:	SR 40				NA		NA		05/07/2001
						To:	55-662								
(1011)	0.16	180	R			From:	55-662				NA		NA		05/07/2001
						To:	55-1019								
(1011)	0.08	150	R			From:	55-1019				NA		NA		05/07/2001
						To:	55-1010								
(1011)	0.50	30	R			From:	55-1010				NA		NA		04/17/2001
						To:	Dead End								
(1012)	0.32	210	R			From:	SR 40				NA		NA		04/24/2001
						To:	55-1010								
(1013)	0.18	220	R			From:	SR 40				NA		NA		04/24/2001
						To:	55-1020								

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						2Axle	3+Axle	1Trail	2Trail						
<b>Town of Victoria</b>															
(1013)	0.08	40	R			From:	55-1020						NA	NA	04/24/2001
						To:	55-1019								
(1014)	0.26	310	R			From:	Dead End						NA	NA	03/24/2001
						To:	55-1019								
(1014)	0.07	70	R			From:	55-1019						NA	NA	03/24/2001
						To:	55-1010								
(1015)	0.02	400	R			From:	Dead End						NA	NA	05/14/2001
						To:	SR 40								
(1015)	0.07	440	R			From:	55-662						NA	NA	05/14/2001
						To:	55-1020								
(1015)	0.08	140	R			From:	55-662						NA	NA	05/14/2001
						To:	55-1020								
(1016)	0.14	120	R			From:	55-1021						NA	NA	05/07/2001
						To:	55-1020								
(1016)	0.08	140	R			From:	55-1020						NA	NA	05/07/2001
						To:	55-1019								
(1017)	0.20	230	R			From:	55-662						NA	NA	03/24/2001
						To:	SR 49								
(1018)	0.23	210	R			From:	55-1021						NA	NA	04/02/2001
						To:	55-1019								
(1019)	0.07	30	R			From:	55-1011						NA	NA	04/17/2001
						To:	55-1012; Gap Terminus								
(1019)	0.07	30	R			From:	55-1013; Gap Terminus						NA	NA	04/17/2001
						To:	55-1014								
(1019)	0.06	60	R			From:	55-1014						NA	NA	05/07/2001
						To:	55-1001; Gap Terminus								
(1019)	0.08	50	R			From:	55-1002; Gap Terminus						NA	NA	05/07/2001
						To:	55-1005								
(1019)	0.16	190	R			From:	55-1005						NA	NA	05/07/2001
						To:	55-1003; Gap Terminus								
(1019)	0.22	210	R			From:	SR 49; Gap Terminus						NA	NA	04/24/2001
						To:	55-1046								
(1019)	0.16	60	R			From:	55-1046						NA	NA	04/24/2001
						To:	55-1045								
(1020)	0.03	20	R			From:	Dead End						NA	NA	04/17/2001
						To:	55-1011								
(1020)	0.18	80	R			From:	55-1011						NA	NA	03/24/2001
						To:	55-1013								
(1020)	0.20	130	R			From:	55-1013						NA	NA	05/07/2001
						To:	55-1015; Gap Terminus								
(1020)	0.40	140	R			From:	55-1002; Gap Terminus						NA	NA	04/02/2001
						To:	55-1018								
(1020)	0.07	50	R			From:	55-1018						NA	NA	04/02/2001
						To:	Dead End								

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Victoria</b>																
(1021)	0.21	270	G	100%	0%	0%	0%	0%	0%	C	0.102	F	0.536	280	G	2006
(1021)	0.07	160	R											NA		04/02/2001
(1021)	0.13	100	R											NA		04/02/2001
(1022)	0.04	110	R											NA		05/14/2001
(1023)	0.15	49	R											NA		04/02/2001
(1024)	0.20	290	R											NA		04/17/2001
(1024)	0.20	500	G	93%	1%	1%	1%	4%	0%	F	0.129	F	0.569	510	G	2006
(1024)	0.38	1400	G	93%	1%	1%	1%	4%	0%	C	0.105	F	0.570	1400	G	2006
(1025)	0.04	45	R											NA		04/17/2001
(1025)	0.19	40	R											NA		04/17/2001
(1025)	0.07	60	R											NA		04/17/2001
(1025)	0.07	60	R											NA		04/17/2001
(1025)	0.32	100	R											NA		04/17/2001
(1026)	0.06	49	R											NA		04/17/2001
(1026)	0.06	90	R											NA		04/17/2001
(1026)	0.13	90	R											NA		04/17/2001
(1026)	0.20	80	R											NA		04/17/2001
(1027)	0.33	120	R											NA		04/17/2001
(1027)	0.27	130	R											NA		04/17/2001
(1027)	0.12	200	R											NA		04/17/2001
(1028)	0.32	230	R											NA		04/17/2001
(1028)	0.05	420	R											NA		04/17/2001

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Town of Victoria</b>															
(1029)	0.19	110	R			From:	55-1027				NA		NA		04/17/2001
(1029)	0.05	240	R			From:	55-734				NA		NA		04/17/2001
(1030)	0.13	40	R			To:	55-1024				NA		NA		04/02/2001
(1030)	0.07	70	R			From:	55-1027				NA		NA		04/02/2001
(1030)						To:	55-734								
(1031)	0.19	50	R			From:	55-1028				NA		NA		04/02/2001
(1031)	0.12	80	R			To:	55-1025				NA		NA		04/02/2001
(1031)						From:	55-1024								
(1032)	0.07	20	R			From:	55-1028				NA		NA		04/02/2001
(1032)	0.12	20	R			To:	55-1027				NA		NA		04/02/2001
(1032)						From:	55-1025								
(1032)	0.12	50	R			To:	55-1024				NA		NA		04/02/2001
(1033)	0.35	47	R			From:	55-1044				NA		NA		04/02/2001
(1033)						To:	55-734								
(1033)	0.07	60	R			From:	55-734				NA		NA		04/02/2001
(1033)						To:	55-1024								
(1034)	0.10	20	R			From:	Dead End				NA		NA		05/25/2004
(1034)						To:	0.10 ME Dead End								
(1034)	0.10	48	R			From:	55-662				NA		NA		05/25/2004
(1035)	0.09	90	R			From:	Dead End				NA		NA		04/02/2001
(1035)						To:	55-1008								
(1036)	0.04	9	R			From:	Dead End				NA		NA		04/17/2001
(1036)						To:	55-1025								
(1036)	0.12	110	R			From:	55-1025				NA		NA		04/17/2001
(1036)						To:	55-1024								
(1037)	0.06	110	R			From:	55-1026				NA		NA		04/17/2001
(1037)						To:	55-1025								
(1037)	0.11	220	R			From:	55-1025				NA		NA		04/17/2001
(1037)						To:	55-1024								
(1037)	0.05	40	R			From:	55-1024				NA		NA		04/17/2001
(1037)						To:	Dead End								
(1038)	0.08	110	R			From:	SR 40				NA		NA		03/24/2001
(1038)						To:	55-662								
(1038)	0.09	47	R			From:	55-662				NA		NA		03/24/2001
(1038)						To:	55-1020								

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Victoria</b>																
(1039)	0.05	60	R			From:	55-734				NA		NA		04/17/2001	
(1039)	0.07	40	R			From:	55-1024				NA		NA		04/17/2001	
			To:	Dead End												
(1040)	0.19	60	R			From:	55-1025				NA		NA		04/17/2001	
			To:	Dead End												
(1041)	0.07	70	R			From:	55-1008				NA		NA		04/02/2001	
			To:	55-1005												
(1041)	0.16	70	R			From:	Dead End				NA		NA		04/02/2001	
			To:													
(1042)	0.20	280	R			From:	55-1027				NA		NA		04/17/2001	
			To:	55-734												
(1042)	0.05	160	R			From:	55-1024				NA		NA		04/17/2001	
			To:													
(1043)	0.14	30	R			From:	SR 49				NA		NA		03/24/2001	
			To:	Dead End												
(1044)	0.11	49	R			From:	Dead End				NA		NA		04/02/2001	
			To:	SR 40; SR 49												
(1044)	0.05	80	R			From:	SR 40; SR 49				NA		NA		04/02/2001	
			To:	55-1033												
(1045)	0.06	30	R			From:	55-1019				NA		NA		03/24/2001	
			To:	55-1046												
(1046)	0.25	110	R			From:	55-1019				NA		NA		03/24/2001	
			To:	55-1045												
(1047)	0.17	90	R			From:	55-1026				NA		NA		04/17/2001	
			To:	55-1024												
(1048)	0.05	60	R			From:	Dead End				NA		NA		04/02/2001	
			To:	SR 40												
(1049)	0.04	20	R			From:	55-1007				NA		NA		05/07/2001	
			To:	Dead End												
<b>Lunenburg County</b>																
(1050)	0.14	46	R			From:	Dead End				NA		NA		03/24/2001	
			To:	55-726												
<b>Town of Victoria</b>																
(1055)	0.33	250	R			From:	55-661				NA		NA		05/10/2001	
			To:	55-1001												
<b>Town of Kenbridge</b>																
(1101)	0.41	280	R			From:	55-1123				NA		NA		04/30/2001	
			To:	55-1111												
(1101)	0.37	460	G			From:	55-1111				0.111	F	0.612	480	G	2006
			To:	55-1110												

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Kenbridge</b>																
(1101)	0.32	660	G	99%	0%	1%	0%	0%	0%	C	0.105	F	0.529	680	G	2006
(1101)	0.06	1300	G	99%	0%	1%	0%	0%	0%	F	0.113	F	0.587	1300	G	2006
(1101)	0.31	820	G							0.110	F	0.621	840	G	2006	
(1101)																
(1102)	0.14	110	R							NA			NA		03/29/2001	
(1103)	0.15	110	R							NA			NA		04/30/2001	
(1104)	0.11	120	R							NA			NA		03/27/2001	
(1104)																
(1105)	0.13	90	R							NA			NA		03/29/2001	
(1105)																
(1106)	0.15	430	R							NA			NA		03/29/2001	
(1106)																
(1107)	0.14	300	R							NA			NA		03/29/2001	
(1107)																
(1108)	0.03	30	R							NA			NA		04/30/2001	
(1108)																
(1108)	0.32	180	R							NA			NA		04/30/2001	
(1108)																
(1108)	0.24	340	R							NA			NA		04/30/2001	
(1108)																
(1109)	0.16	260	R							NA			NA		04/30/2001	
(1109)																
(1109)	0.07	170	R							NA			NA		04/30/2001	
(1109)																
(1110)	0.18	280	R							NA			NA		04/30/2001	
(1110)																
(1110)	0.05	90	R							NA			NA		04/30/2001	
(1110)																
(1111)	0.14	390	R							NA			NA		04/30/2001	
(1111)																
(1112)	0.07	60	R							NA			NA		04/30/2001	
(1112)																
(1112)	0.15	40	R							NA			NA		04/30/2001	
(1112)																

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Kenbridge</b>																
(1112)	0.06	200	R			From: 55-1121					NA		NA		04/30/2001	
						To: SR 40										
(1113)	0.10	500	R			From: SR 40					NA		NA		05/17/2001	
						To: 55-1101										
(1113)	0.09	140	R			From: 55-1101					NA		NA		05/17/2001	
						To: 55-1115										
(1114)	0.39	480	G	96%	1%	1%	1%	0%	0%	C	0.093	F	0.6	500	G	2006
						To: SR 40										
(1115)	0.06	880	R			From: SR 40					NA		NA		04/30/2001	
						To: 55-1116										
(1115)	0.13	180	R			From: 55-1116					NA		NA		05/07/2001	
						To: 55-1117										
(1116)	0.06	140	R			From: Seventh Avenue					NA		NA		05/07/2001	
						To: 55-1101										
(1116)	0.08	560	G	98%	1%	1%	1%	1%	0%	C	0.119	F	0.515	580	G	2006
						To: 55-1115										
(1116)	0.15	280	G	98%	1%	1%	1%	1%	0%	F	0.116	F	0.645	290	G	2006
						To: 55-1102										
(1117)	0.18	280	R			From: North Street					NA		NA		05/07/2001	
						To: 55-1132										
(1117)	0.05	290	R			From: 55-1132					NA		NA		05/07/2001	
						To: 55-1102										
(1117)	0.22	120	R			From: 55-1102					NA		NA		05/07/2001	
						To: 55-1136										
(1118)	0.08	330	R			From: 55-637					NA		NA		05/07/2001	
						To: 55-1124										
(1118)	0.08	230	R			From: 55-1124					NA		NA		05/07/2001	
						To: 55-1119										
(1119)	0.15	200	R			From: 55-1114					NA		NA		05/07/2001	
						To: SR 40										
(1120)	0.28	160	R			From: 55-1114					NA		NA		03/27/2001	
						To: Dead End										
(1121)	0.07	200	R			From: SR 137; SR 138					NA		NA		04/30/2001	
						To: 55-1108										
(1121)	0.05	100	R			From: 55-1108					NA		NA		04/30/2001	
						To: 55-1112										
<b>Lunenburg County</b>																
(1122)	0.27	70	R			From: Dead End					NA		NA		03/27/2001	
						To: 55-1129										
<b>Town of Kenbridge</b>																
(1123)	0.09	210	R			From: 55-1101					NA		NA		04/30/2001	
						To: SR 137; SR 138										

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						2Axle	3+Axle	1Trail	2Trail						
<b>Town of Kenbridge</b>															
(1124)	0.14	350	R			From:	55-1114							NA	05/14/2001
						To:	SR 40								
(1125)	0.08	120	R			From:	55-1105							NA	03/29/2001
						To:	55-637								
(1125)	0.08	290	R			From:	55-1124							NA	03/29/2001
						To:									
(1126)	0.15	1000	R			From:	55-1109							NA	04/30/2001
						To:	SR 40								
(1127)	0.07	50	R			From:	SR 137; SR 138							NA	04/30/2001
						To:	NCL Kenbridge								
(1128)	0.10	460	R			From:	55-1106							NA	03/29/2001
						To:	Dead End								
<b>Lunenburg County</b>															
(1129)	0.20	120	R			From:	55-637							NA	03/27/2001
						To:	55-1122								
<b>Town of Kenbridge</b>															
(1130)	0.06	220	R			From:	55-1126							NA	04/30/2001
						To:	55-1101								
(1131)	0.09	30	R			From:	55-1142							NA	03/29/2001
						To:	55-1138								
(1131)	0.05	290	R			From:	55-1138							NA	03/29/2001
						To:	SR 40								
(1132)	0.12	110	R			From:	55-1116							NA	05/07/2001
						To:	55-1117								
(1133)	0.07	40	R			From:	55-1133							NA	03/27/2001
						To:	55-1134								
(1133)	0.11	140	R			From:	55-1134							NA	03/27/2001
						To:	55-637								
(1134)	0.14	110	R			From:	Dead End							NA	03/27/2001
						To:	55-1133								
(1135)	0.31	190	R			From:	55-653							NA	03/29/2001
						To:	Dead End								
(1136)	0.09	140	R			From:	55-1117							NA	03/29/2001
						To:	55-653								
(1137)	0.08	30	R			From:	Dead End							NA	05/25/2004
						To:	55-1133								
(1138)	0.06	80	R			From:	Dead End							NA	03/29/2001
						To:	55-1131								
(1139)	0.06	310	R			From:	SR 40							NA	03/29/2001
						To:	55-1135								

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						2Axle	3+Axle	1Trail	2Trail						
<b>Town of Kenbridge</b>															
(1139)	0.19	300	R			From: 55-1135					NA		NA		03/29/2001
						To: 55-653									
(1140)	0.04	80	R			From: Dead End					NA		NA		03/29/2001
						To: 55-1131									
(1141)	0.14	50	R			From: 55-1142					NA		NA		03/29/2001
						To: SR 40									
(1142)	0.22	40	R			From: 55-1131					NA		NA		05/14/2001
						To: 55-1141									
<b>Lunenburg County</b>															
(1201)	0.30	90	R			From: SR 137					NA		NA		03/19/2001
						To: Dead End									
(9446)	0.11	0	R			From: 55-622					NA		NA		1994
						To: West End Elem Sch									
(9924)	0.15	50	R			From: 55-707					NA		NA		05/25/2004
						To: Lunenburg Jr High Sch									
(9925)	0.05	230	R			From: SR 40					NA		NA		05/25/2004
						To: Central High School									
(9925)	0.05	210	R			From: 55-663					NA		NA		05/25/2004
						To: Kenbridge Primary Sch									
(9926)	0.10	100	R			From: 55-653					NA		NA		05/25/2004
						To: Kenbridge Primary Sch									